mark engines are made by bigger producers and the 'Q' mark engines are produced by small-scale industrialists. Is there any policy to encourage the small industry and if so, what is the policy?

SHRI B. SHANKARANAND: Sir, as far as the Government is concerned, to protect the interests of the farmers and also the interests of the nation in conserving energy, we want engines with high operational efficiently and low consumption of energy.

MR. CHIRMAN: Very good. Now, Mr. Motiram Patel.

SHRI VITHALBHAI MOTIRAM PATEL: Mr. Chairman, Sir, when the Minister and his Department do not know what the difference is between the 'ISI' mark and the 'Q' mark because he says that the information is being collected, then this question should be held up, and let him collect the information.

MR. CHAIRMAN: That is what he said. But you are asking the supplementaries.

SHRI RAOOF VALIULLAH: Sir, the hon. Minister has just mentioned that the interest of farmers will be uppermost. I would like to know from the Minister whether the farmers have complained against this 'Q' mark engines. And no complaints have come as far as we know. We are from Gujarat and these 'Q' mark engines are manufactured by small manufacturers in Rajkot. Sir, 'ISI' and 'Q' marked engines are manufactured out of the same grade and contents of materials supplied by the Bhilai Steel Plant. And they are uniformly moulded parts according to Governments regulations. So, why was this 'Q' mark derecognised: You said that you have no information. Why did you de-recognise this? At least, in the mean time, you recognise the 'Q' mark engine.

SHRI B. SHANKARANAND: Sir, as the hon. Member who first put the question has said, there is a national level standing committee which is headed by the Chairman of the Irrigation Department. in order to study the problem, they had four working groups. And the recommendation of the working groups is this that the engines in the market today are having, low standards... (*Interruptions*) and are consuming high energy and operating at lower efficiency. And they have unanimously recommended for switching over to 'ISI' mark engines.

MR. CHAIRMAN: Next question, Question No. 123.

*123. [*The questioner (Shri R. Sambasiva Rao) was absent.. For answer,* vide col. 29 infra.]

MR. CHAIRMAN: Question No. 124.

SHRI PARVATHANENI UPENDRA: Sir, some Members are putting a large number of questions, depriving others, and they are not present in the House when the Question comes. It is very unfair. You must bring it to their notice that either they should desist from putting the questions or be present in the House when the Question comes.

MR. CHAIRMAN: I suppose it applies equally to all sides.

SHRI PARVATHANENI UPENDRA: Of course, it applies to everybody.

Cargo handled at he Calcutta port

*124. SHRI GURUDAS DAS GUPTA:†
SHRI M. KALYANASUNDARAM:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there has been decline in the quantity and value of the cargo handled at the Calcutta Port during the last three years;

(b) if so. what are the reasons therefor; and

(c) what is the share of the Calcutta Port in the total handling of cargo at the other Indian ports during the last three years?

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†The question was actually asked on the floor of the House by Shri Gurudar Das Gupta.

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) The quantity of cargo handled through Calcutta Port including Haldia Dock Complex, has shown a marginal decline during the past three years. The value of cargo handled has shown an increase during 1983-84 compared to 1982-83.

(b) The traffic through Haldia Dock Complex has been increasing but the traffic through the docks in Calcutta has been declining mainly due to the following reasons:—

(1) The number of ships calling at Calcutta has been declining because of the restricted draught.

(2) The docks at Haldia have been attracting cargo from the hinterland of Calcutta.

(3) There has been substantial reduction in imported foodgrains passing through Calcutta.

(4) There has been reduction in coal shipments.

(c)

Year	Traffic handled at Calcutta Port (including Haldia Dock Complex)	Percentage share to total traffic
	(In million tonnes)	
1982-83	10·69	10·89
1983-84	10·47	10·45
1984-85	10·34	9·69

SHRI GURUDAS DAS GUPTA: Sir, the Minister has given us only partial information because the Calcutta port is suffering from several problems mostly due to the high cost of handling and due to dredging not being done properly to clear the passage in the Hoogly river and the remedy lies in (1) modernisation and development, (2) improvement of facilities, and (3) dredging. Sir, I shall be quoting the statements of no other person than the Chairman of the Calcutta Port Trust and I shall request the hon. Minister to give his comments clearly on that. Firstly, the shipping lines had complained of very poor facilties available in the Calcutta port. They say that there has not been any improvement in the handling of the container traffic which is made in the recent period. To give an example, the Business Standard of the 20th May, 1985, says that of the three floating cranes only one crane is operating and that too also is very old.

MR. CHAIRMAN: I will allow you to put both the supplementaries together and give you four minutes.

SHRI GURUDAS DAS GUPTA: Secondly, the Calcutta Port Trust Chairman has said and it has appeared in the "Economic Times" that modernisation will halve the handling cost but a proper modernisation and development plan is not being carried out or it is not being able to be done because of lack of funds. To give an example how the modernisation is not helping the cargo traffic, to carry one box from the yard to ship costs Rs. 700 to Rs. 800 in Calcutta, while it is only Rs. 500 in Haldia. It depends on modernisation. And they say that modernisation plan will take two and a half years.

MR. CHAIRMAN: Even four minutes are over now.

SHRI GURUDAS DAS GUPTA: Sir, my last point is this, is the Minister aware that dredging has not been done, development has not been done and poor facilities are there? Secondly, Sir, the traditional items like tea, which used to be routed through Calcutta port are being taken away. The traditional item of iron-ore has already been taken away and now

the traditional item of tea is also being taken away. Will the Minister kindly answer these questions?

SHRI ASHWANI KUMAR: Sir, a Member of the Lok Sabha was attacked...

MR. CHAIRMAN: Nothing will go on record. Do not disturb. Please sit down. It is a Question Hour. (*Interruptions*). No, please sit down.

SHRI Z. R. ANSARI: This is true that Calcutta Port Trust has got certain deficiency. You are aware that it is the (*Interruptions*)...only port in the country which is situated at about 208 kilometres inland from the sea. Sir, the navigtional channel leading to Calcutta and the dimensions of locks being found in Calcutta, restrict both the length and draught of the ships for using facilities in Calcutta. It is in this context that we have developed a separate dock, Haldia Dock, which may handle bigger ships and deeper draught is available for bigger ships there.

As far as development is concerned, many schemes have been sanctioned in the Sixth Five Year Plan about which I may just give some information. The container handling facility at Calcutta at an estimated cost of Rs. 10.36 crores has been sanctioned. Then a comprehensive scheme for improvement of draught in the navigational channel leading to ports of Calcutta and Haldia at an estimated cost of Rs. 40.50 crores has been sanctioned, and thirdly, modification of the ore and coal handling plant for increased shipment costing Rs. 2.9 crores has been sanctioned. These are the schemes sanctioned during the Sixth Five Year Plan. There are proposals for further improvement of the infrastructural facilities in the Calcutta Port, including Haldia Dock, and now the Seventh Five Year Plan is at the stage of finalisation. Let us hope that some new scheme out of those proposed in the Seventh Five Year Plan will be taken up. But the main thing is that because the draught is not available at Calcutta therefore, the Haldia Dock has been developed to receive bigger ships where deeper draught is available.

DR. SHANTI G. PATEL: Will the Minister be pleased to state specifically that the main reason for fall in traffic in the port of Calcutta including Haldia is due to lack of container handling facitities?

SHRI Z. R. ANSARI: The container handling facility is a new development and I have said that a scheme has already been sanctioned during the Sixth Five Year Plan for providing container handling facilities at Calcutta at an estimated cost of Rs. 10.36 crores. But this is not the only reason. There are many reasons which I have enumerated in my main reply. Container facility is a new development which has to be developed at Calcutta and, therefore, a scheme has been sanctioned in the Sixth Plan.

SHRI SUKOMAL SEN: One point that the hon. Minister has not properly replied is, he said during his initial reply that draught of the Calcutta port is very low. That is why big ships cannot come. My point is what special measures has the Government taken to increase the draught of Calcutta port because it has been a complaint that we have been hearing about since long that Calcutta is silting that Ganges is silting What steps have they taken in this regard? About container handling facilities, he said that some amount has been allocated in the Sixth Plan. I would like to know from the Government when is the Government going to start this service. When it is going to be commissioned? If you say simply that some amount has been sanctioned in the Fifth Five-Year Plan, Sixth-Five-Year and so on, it will not satisfy us. I would like to know when it is going to be introduced, when it is going to be commissioned, this container handling service.

Secondly, my esteemed colleague has mentioned; why tea is not being exported through Calcutta port; why it is being diverted to other ports? Can you please explain why tea, which

has been a traditional export item, as well as coal, is being diverted to other ports and not exported through the Calcutta Port?

SHRI Z. R. ANSARI: Sir, I have already enumerated the different schemes which have been sanctioned during the Sixth Five Year Plan and out of these schemes, there is a comprehensive scheme for the improvement of draught in the navigational Channel leading to the ports of Calcutta and Haldia.

(Interruptions)

SHRI GULAM MOHI-UD-DIN SHAWL: Sir, there is a sad news.

श्री प्यारेलाल खंडेलवाल : माननीय सभापति जी, एक संसद सदस्य को गोली मारकर मार डाला गया है. . . (व्यवधान) मेरा कहना है कि. . . (व्यवधान)

MR. CHAIRMAN: I am going to make the announcement at the end of Question Hour. You should not disturb the Question Hour on any account.

SHRI Z. R. ANSARI: I have already stated that a comprehensive scheme for the improvement of draught in the navigational channel leading to the ports of Calcutta annd Haldia at an estimated cost of Rs. 40.5 crores has been sanctioned. This is under implementation. As far as the improvement of the draught is concerned, dredging is the only answer. But in the case of Calcutta Port, there is a limit for the improvement of the draught there. Dredging is being done to improve the draught to the extent possible. Further, some more measures are being taken at the Calcutta Port and Haldia Dock for the improvement of the draught.

Taking-over of houses by HAL from the Maharashtra Housing Board

*125. SHRI BISHWA KOSWAMI:†

DR. BAPU KALDATE:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Hindustan Aeronautics Ltd. has taken possession of over 120 houses from the Maharashtra Housing Board, Bombay;

(b) if so, since when these Houses are in the possession of H.A.L.;

(c) what rent the H.A.L., has been paying to the Maharashtra Housing Board;

(d) what is the number of houses actually occupied by the employees of H.A.L.;

(e) what is the number of houses lying vacant; and

(f) what are the reasons for keeping these houses vacant?

THE MINISTER OF DEFENCE (SHRI P. V. NARASIMHA RAO): (a) and (b) In 1968, Hindustan Aeronautics Limited (HAL) took on lease 130 tenements from the Maharashtra Housing Board, for providing residential accommodation to the workmen of the Santa Cruz base of the Company. By December, 1981, 28 tenements were surrendered due to reduction in the staff. Of the remaining 102 tenements, 40 were purchased by HAL in June, 1984, for the needs of their Liaison Office at Bombay. 62 tenements continue to be held on lease.

(c) For the tenements on lease, HAL have paid rent at the rate of Rs. 85.75 per tenement per month upto December 1984, and Rs. 107.60 thereafter.

(d) to (f) At present 18 tenements are occupied by HAL staff while the rest are unoccupied. HAL's Santa Cruz base was closed on 31st December, 1984. HAL were advised by Air Headquaters not to surrender the 62 tenements held on lease as those are required for the Indian Air Force personnel.

†The question was actually asked on the floor of the House by Shri Biswa Goswami.